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#### **IV. AMENDMENTS TO THE CLAIMS**

1. (CURRENTLY AMENDED) A pneumatic tire provided with a plurality of main grooves extended in a tire circumferential direction on a tread surface, wherein, with regard to a main groove having a groove width widened during inflation among said plurality of main grooves and including a generally inwardly-tapering U-shaped main groove portion as viewed in cross-section from the tread surface toward a groove bottom and a narrow groove portion, a groove wall near a shoulder is inclined outward in a tire width direction from the tread surface toward ~~a~~the groove bottom, a single generally trapezoidally-shaped thin rib having a symmetrical configuration as viewed in cross-section protrudes from the groove bottom along the groove wall near the shoulder and has a first slanted wall inclined outward that extends in cross-section parallel with the groove wall near the shoulder to form the narrow groove portion therebetween and a second slanted wall inclined inward in the tire width direction, and a groove wall near the center is inclined outward in the tire width direction from the tread surface toward the groove bottom and forms the generally inwardly-tapering U-shaped main groove portion with the second slanted wall of the generally trapezoidally-shaped thin rib wherein the generally trapezoidally-shaped thin rib being disposed towards a shoulder side of the pneumatic tire relative to the generally inwardly-tapering U-shaped main groove portion while the generally inwardly-tapering U-shaped main groove portion being disposed towards a center side of the pneumatic tire relative to the generally trapezoidally-shaped thin rib.

2. (CANCELED).

3. (ORIGINAL) The pneumatic tire according to claim 1, wherein a height of said thin rib is made equal to or lower than said tread surface, and a height difference between a top face of said thin rib and said tread surface is set in a range of 0 to 4 mm.

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4. (CURRENTLY AMENDED) The pneumatic tire according the claim 1, wherein the narrow groove portion between said thin rib and said groove wall near the shoulder has a generally uniform width of 4 mm or smaller.

5. (CURRENTLY AMENDED) The pneumatic tire according to any one of claims 1, 3, ~~4 and 5~~ and 4, wherein said main groove having the groove width widened during the inflation is a straight groove.

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